

- Highest hourly traffic ranged from 74 - 635 events (1 every 49 seconds to 1 every 6 seconds)
- Average weekend daily use exceeds average weekday use (by 37% in September)
- Peak daily use for weekdays was at 5:00 p.m. or 6:00 p.m. in September and earlier in October
- Peak daily use for weekends varied more but peaked in the mid-afternoon to early evening in September; earlier in October
- Peak hourly use is 11%-14% of average daily use

15-item survey. After this approximate 4 minute intercept survey was concluded, survey staff and/or volunteers asked the trail

Figure 3: Infrared Trail Counter Receiver Unit

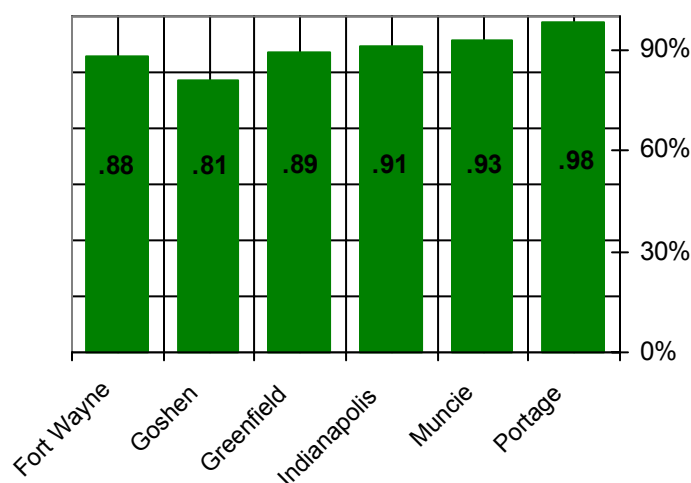


Trail Users

Information about the use patterns, attitudes, and opinions of trail users was gathered in the Indiana Trails Study by “intercepting” users at various times, days and locations on each of the 6 trails studied. Paid staff and/or trained volunteers were stationed at pre-determined locations (generally trail access points) and given specific directions on how to intercept trail users and administer a short

user if they would complete a much longer (15 page) survey at a more convenient time and return it to the Eppley Institute for Parks and Public Lands using business reply mail. Approximately 65% of all intercept users agreed to complete the more in-depth trail user mail back survey. Data received from the trail user intercept and trail user mail back surveys was analyzed separately and reported separately as reported in the Trail Data Summary Tables found in Appendix A.

Chart 9: Trail Users Entering and Exiting at Same Location



Trail Access

Trail access information obtained from trail users centered on factors related to trail entry and exit, distance, and time traveled to and from the trail. Responses from trail users show the average trail user of the 6 trails studied comes from within approximately 5 minutes, and 2 miles of the trail. Chart 9 displays the percentage of trail users who entered and exited the trail at the same location for each of the 6 trails studied. With a range of between 98% and 81% of all trail users entering and exiting at the same location (average of 90%), it is clear that a

Summary Report

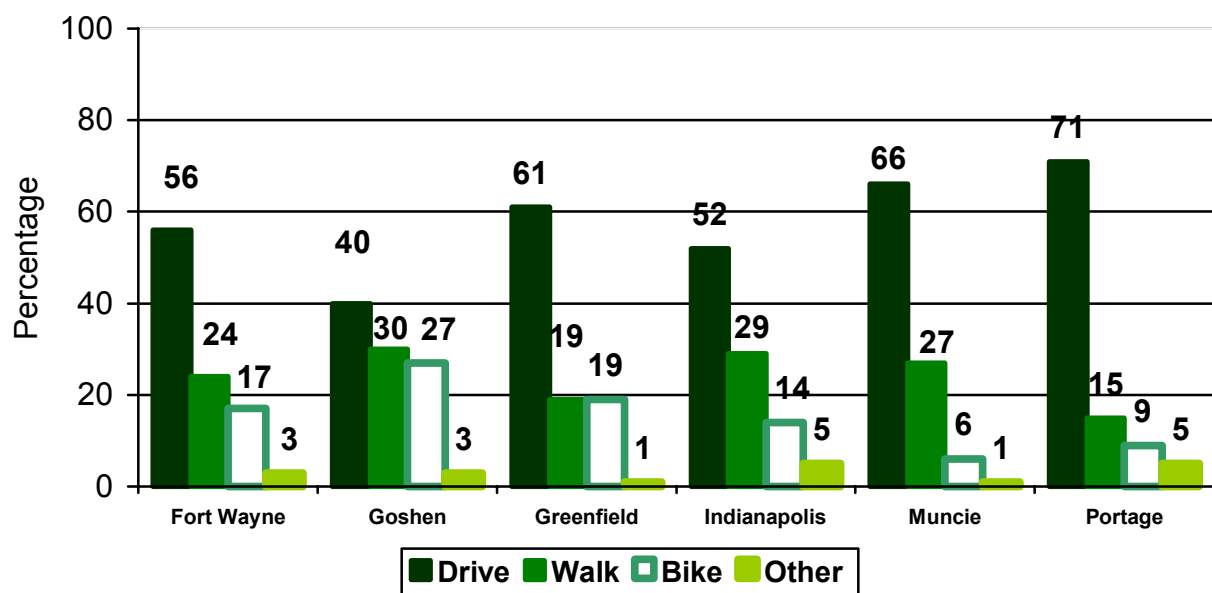
very significant majority of trail users live close to the trail and/or utilize the same parking area for entry/exit if they drive.

Chart 10 is a representation of trail user indications of access method to and from the trail. While a large percentage of trail users reported that they arrived at the trail by walking or biking, the majority of trail users (54% mean among the 6 trails) reported they drove to the trail before beginning use of the trail. The secondary means of access to the trail was walking which would appear to be reflective of the short distances and time required to access the trail.

questions included standard demographic information as well as inquiries about their primary purpose and use of the trails.

Trail user ethnicity, as determined by mail back survey, was predominantly Caucasian throughout all 6 trails. The percentage of Caucasian users reported on the trails ranged from a low of 94.3% in Fort Wayne to a high of 100% in Greenfield. In addition to ethnicity, the trail user mail back survey gathered information on education and income. In these inquiries, the survey found a wider variance of education levels ranging from 31.8% to 78.6% of all trail users having graduated from college. The average

Chart 10: Trail User Method of Travel To/From The Trail



User Profile

Trail users were surveyed on various preferences and demographic factors in order to better understand who was using the 6 trails, and their user preferences. These

percentage of college graduate trail users for all 6 trails was 52.1%. A final demographic result of the trail user survey was income level of trail users. In this case, the survey found notable consistency between the trails in the different cities. Broken down into the categories of income under \$40,000, income between \$40,000 and \$80,000, and income

over \$80,000, the survey results varied only slightly between users in the various trail cities. The average income for all 6 trails, along with specific income totals for each trail is found in the following table.

Figure 4: Percentage Income Distribution of Trail Users

<i>Trail City</i>	<i>Under \$40,000</i>	<i>\$40,000-\$80,000</i>	<i>Over \$80,000</i>
Fort Wayne	35	48	17
Goshen	39	45	16
Greenfield	33	46	22
Indianapolis	22	45	33
Muncie	33	51	16
Portage	33	48	18
Average	32.5	47.2	20.3

The final demographic information obtained from trail users was age. Chart 11 provides a glimpse of trail user ages based on the mail back survey. Most trail users are in the two age categories between 26 and 65. The survey probably under represents trail users who are younger than 18 as survey intercept staff were instructed to only survey trail users over the age of 18.

Trail users utilize many different methods of travel along these multi-purpose trails including walking, jogging, running, bicycling, skating and others. Chart 12 displays the primary modes of travel for the 6 subject trails. It is clearly observable that walking is the preferred trail activity, with the notable exception of Muncie's Cardinal Greenway trail. Without exception however, walking and biking are the predominant types of trail use along the 6 trails, representing approximately 75% of all trail user activities.

Chart 13 represents trail user responses to a survey question inquiring about the trail users' primary purpose for visiting the trail. Without exception, a large majority of trail users in each city indicated they were using the trail primarily for health and fitness (an average of 68%), with the second most frequent purpose being recreation. Roughly 95% or more of all responses fell into these two categories. It is notable that the percentage of trail users utilizing the trail for commuting was largest (5%) in the most

Chart 11: Age Distribution Percentages of Trail Users

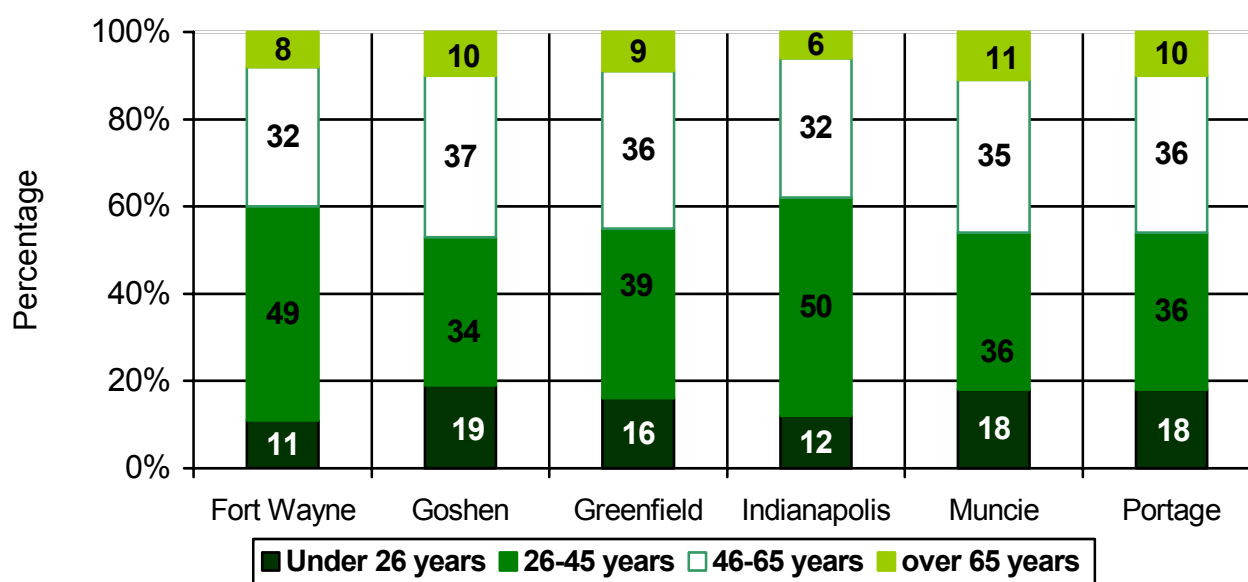


Chart 12: Distribution of Trail User Activities

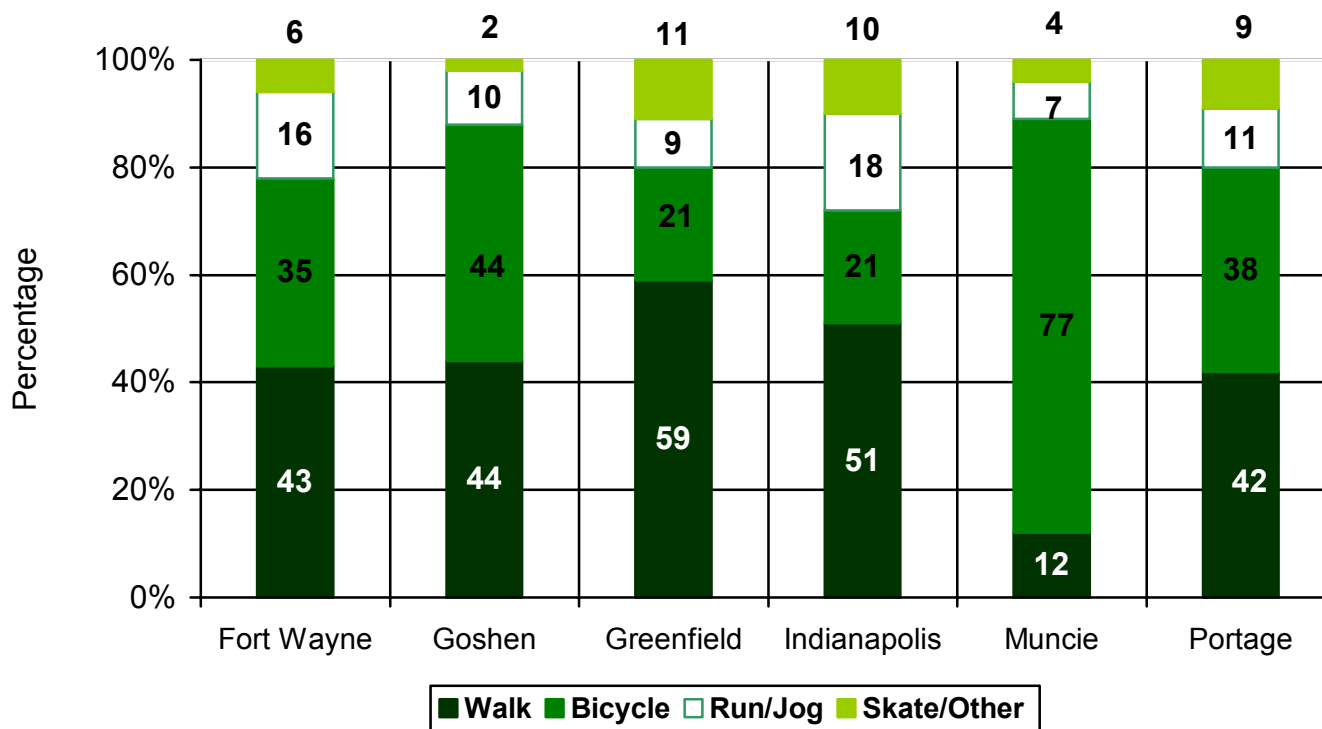
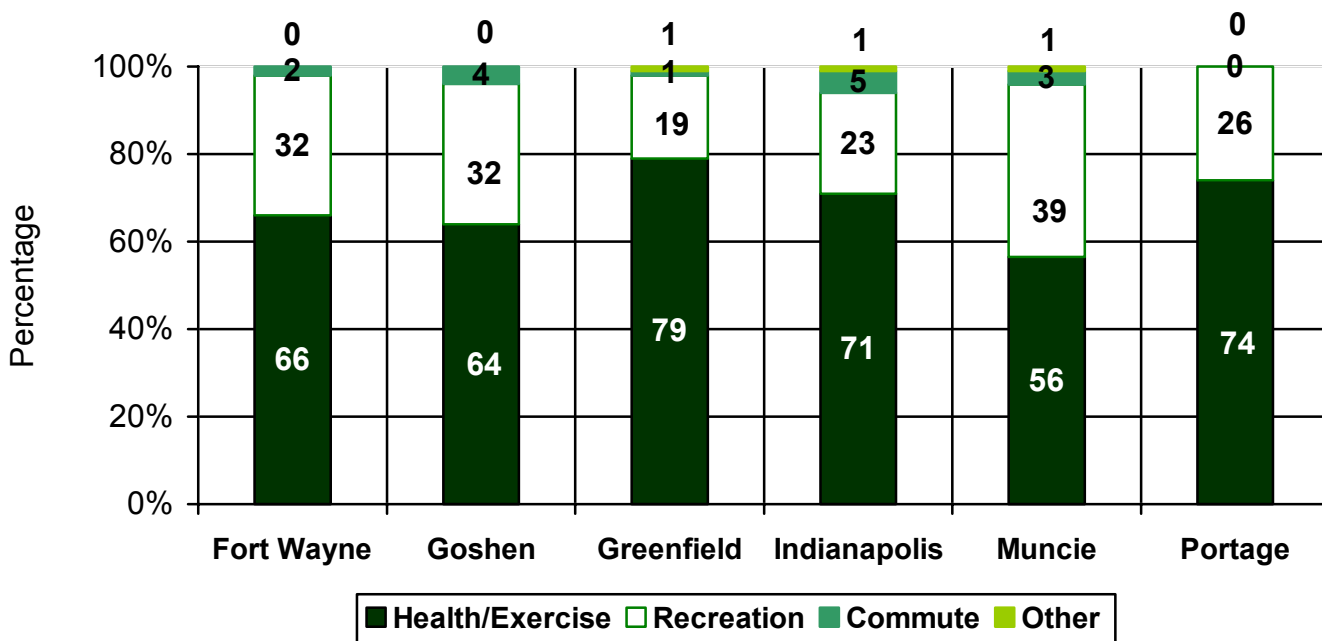


Chart 13: Trail User Primary Reason For Visiting Trail



urban community, Indianapolis. Although a small percentage of the whole, the number of trail users potentially using the Monon trail for commuting during this study period is estimated at somewhere between 1,140 and 1,378 monthly, as based on traffic counts for September and October 2000.

Related to use of the trail for commuting is the possible link to other purposes to trail use as a means of cutting down on short trips, and possible motor vehicle traffic. Chart 14 exhibits the results of this survey item based on user responses. Although ranging greatly, approximately 25% of all trail users in the 6 cities surveyed indicated that they combined their use of the trail with other activities or places. The highest reported combination of trail use with access to other activities or places was in Indianapolis along the Monon Trail. It should be noted that the trail cities with the next two (2) highest user reported combination of trail use with other activities or places, also have trails constructed in more densely developed, urbanized locations. Survey intercepts in the

remaining 3 cities occurred along trails that were developed in more park-like locations.

User Opinion and Activities

Trail users were surveyed on a wide variety of opinions regarding their experiences and attitudes toward the trail, trail management and associated issues. In addition, information on trail activity, length of time and distance traveled were obtained in the intercepts. As displayed in Appendix A, the Trail Data Summary Tables show all responses from trail users on the survey questions. Results from the trail user surveys that are highlighted include:

- Trail activity factors
- Level of satisfaction with the trail
- Attitudes toward trail safety
- Opinion of the city based on trail development
- Perceived benefits of trail development
- Importance of trail to daily life

Chart 14: Percentage of Trail Users Combining Trail Use With Other Activities/Places

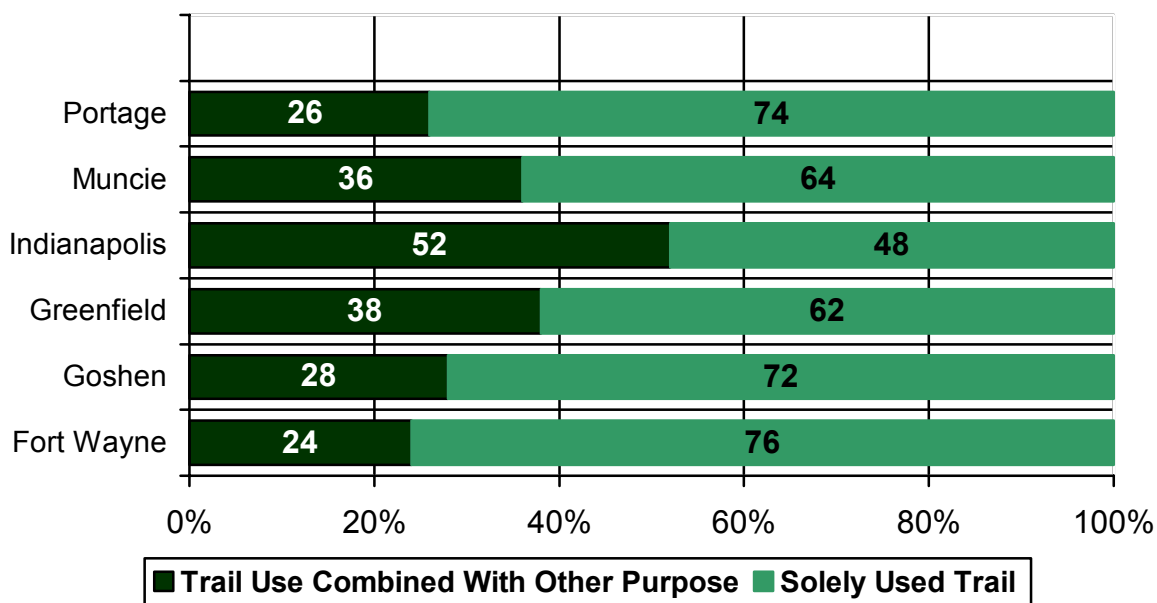


Chart 15: Percentage of Trail Users Indicating More Participation Due To Trail

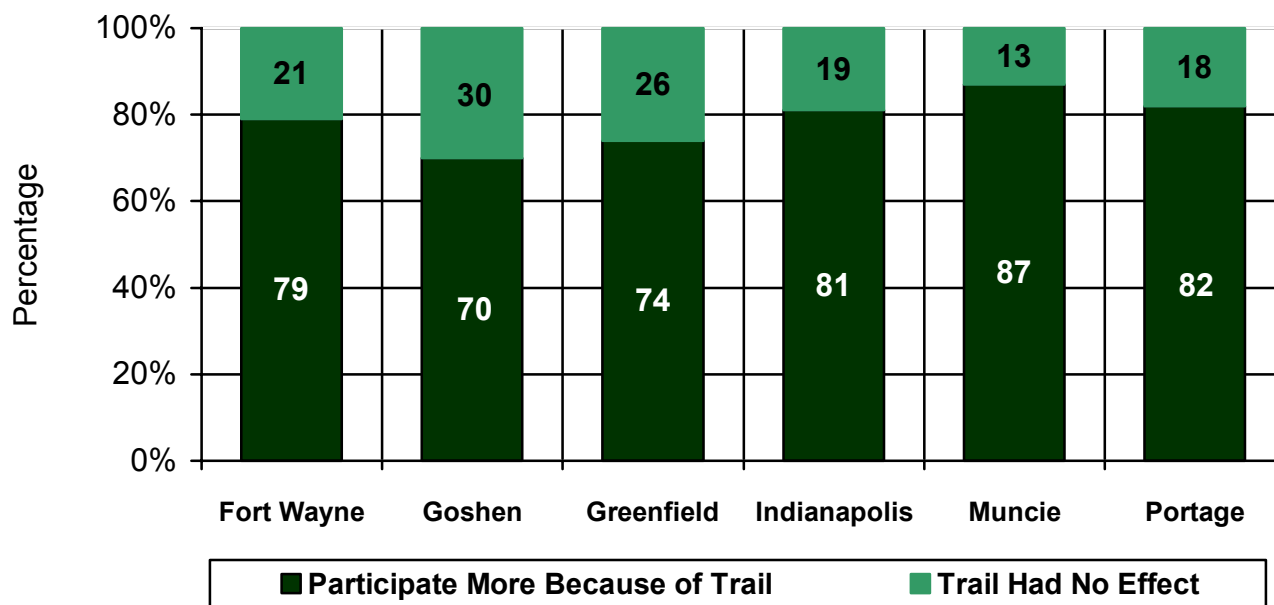


Chart 15 provides a summary of the percentage of trail users who indicated they participate more in their selected activity (i.e. walking, bicycling, running, skating, etc.) due to the trail. In all cities, over 70% of trail users reported they participated more as a result of the trail, although no data were collected to ascertain how much the users participated. Instead trail users were asked to indicate how many minutes they spent on the trail per week. Chart 16 summarizes these responses, which range from a median of 100 minutes (Goshen) to 200 minutes (Muncie) per week.

Trail users were further asked to estimate the distance they traveled on the trail. This distance ranged widely between 3 and 15 miles. The wide variance is more than likely due to the difference in distances that can be covered using the primarily reported activities by trail users (biking vs. walking). The distances that can be covered using these two modes of travel vary considerably and

would tend to support a wide variation in any user reported distance traveled along the 6 trails. No valid or reliable estimate of trail user distance traveled can be obtained from the data.

Trail user perceptions of trail safety and favorableness of the city were sought as part of the follow-up survey. The results of these survey items are displayed together in Chart 17. Clearly, trail users of all 6 trails feel strongly that the trails are safe with between 79% and 95% of all trail users indicating they feel the trail is safe. In addition, the vast majority of trail users reported a more favorable view of the city due to the trail, with between 76% and 100% of trail users reporting this position. This average of 92% of all trail users viewing the city where the trail is located more favorably is important.

Chart 16: Amount of Time Users Spent Weekly on Trail

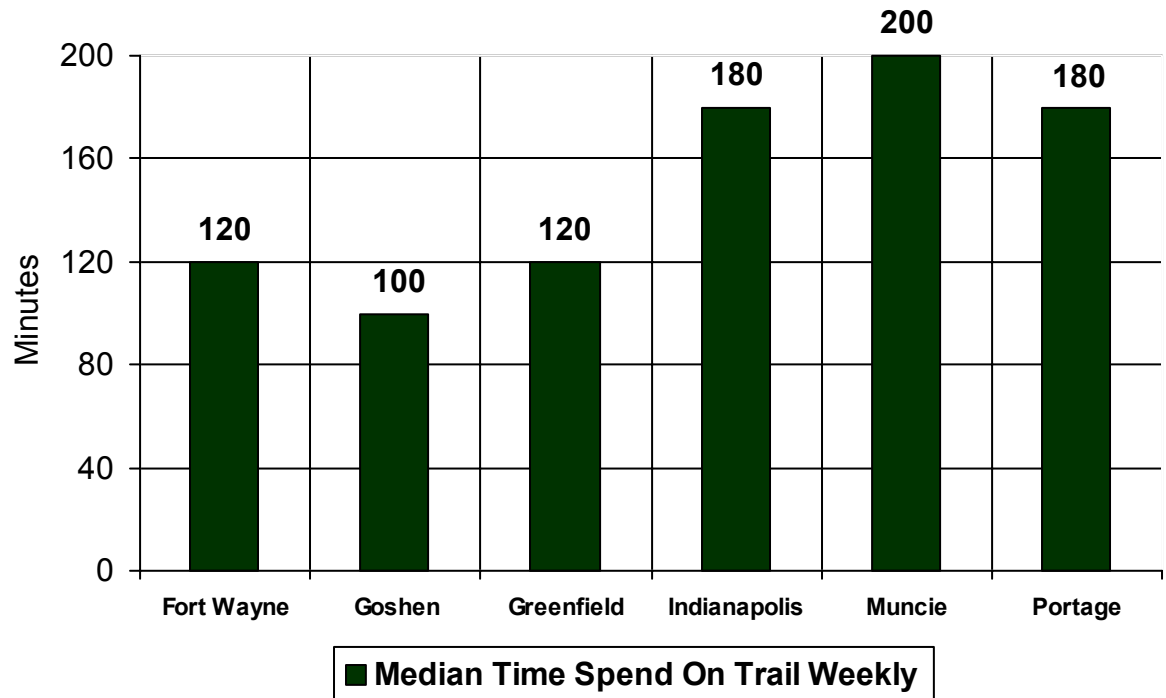
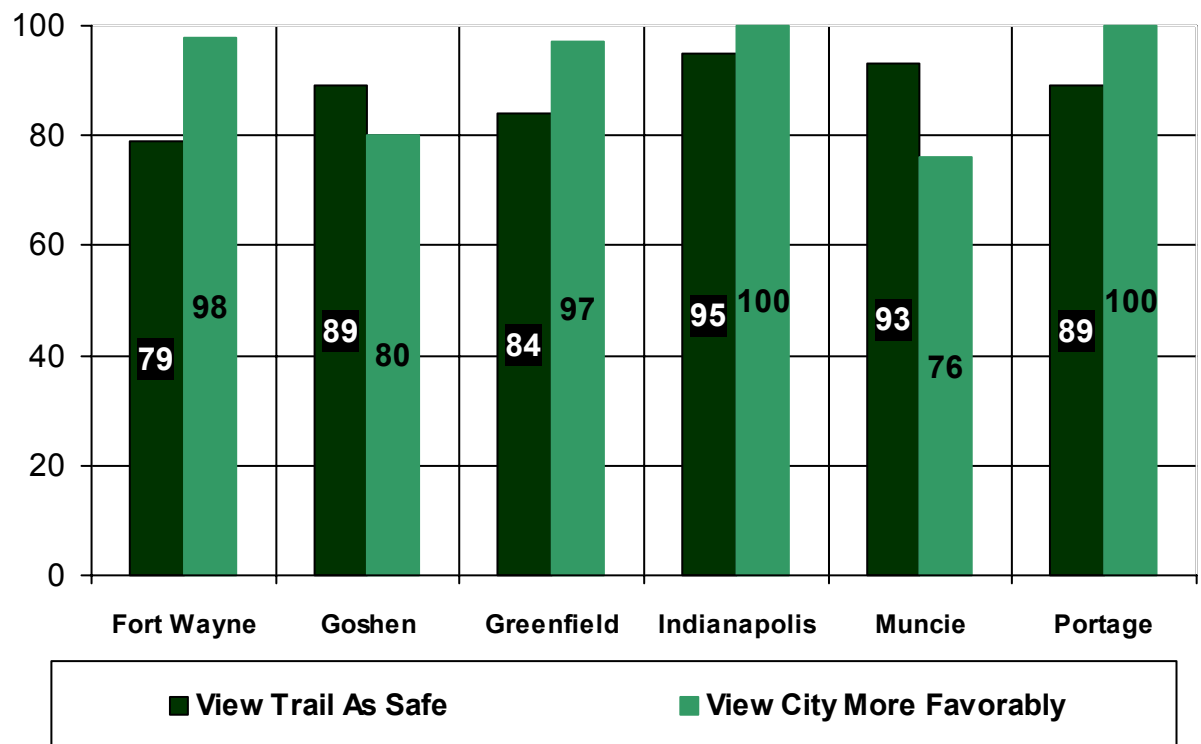


Chart 17: Percentage of Trail Users Viewing Trail As Safe and City As More Favorable Due to Trail



Summary Report

Additional factors related to trail user opinion include level of satisfaction with the trail; perceived public benefits of trail development; and importance of trail to daily life of the user. In responses to these survey items, trail users consistently indicated, across all trail sites, that they were very satisfied with the trail and the trail was very important to them. The trail users also indicated that the most important public benefits of trails were health/fitness and public recreation. Other important benefits of trails rated highly by the trail users included preserving open space, aesthetic beauty, and community pride. However, these public benefits were not as consistently or highly ranked as health/fitness and public recreation.

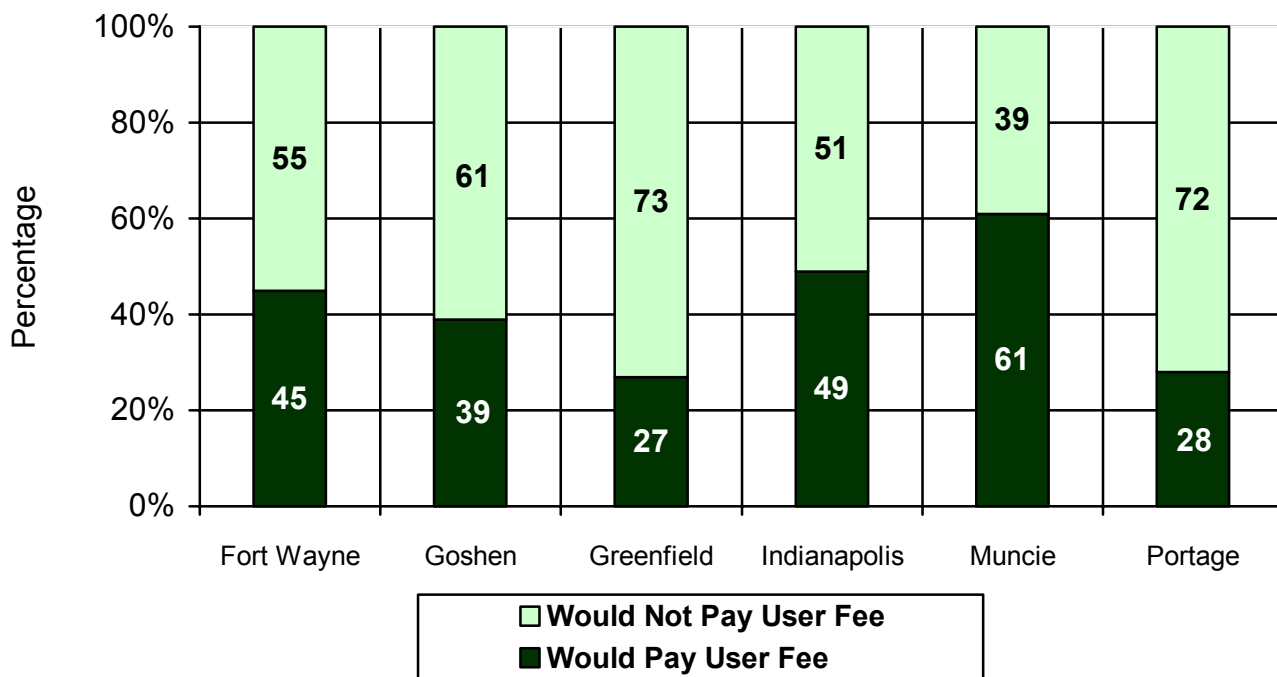
Economic Factors for Trail Users

Trail users were asked a number of questions related to economic factors

including willingness to pay fees, visitor expenditures related to trail activities and other monetary issues. Since few of the intercepted trail users were visitors and were in fact, largely proximate neighbors, those trail users responding to questions relating to visitor expenditures for trail activities were an exceedingly small population. The corresponding data analysis of this visitor and expenditure data was determined to be questionable due to the small sample size and will not be reported.

Survey data from all trail users relating to fees was collected and analyzed. Chart 18 presents the results of a question related to trail user willingness to pay fees. On average 41.5% of trail users were willing to pay fees. When asked how much they would pay for an annual trail use pass, the respondents who indicated **they would** pay a fee further indicated they would pay a fee of between \$5-20 annually. Those

Chart 18: Percentage of Trail Users Indicating Willingness To Pay User Fee



respondents who indicated **they would not** pay a trail use fee further indicated they felt taxes should pay for trail maintenance and operations.

It should be noted that those trail users returning the follow-up survey indicated they had not paid any fees, including parking fees, for trail use on the day they were intercepted.

Trail User Findings

The data collected in the Indiana Trails Study user intercept and follow-up surveys provided a valuable and detailed description of trail user demographics, preferences and use patterns. Analysis of the trail user survey data found:

- Trail users generally live close by, usually within 2 miles of, the trail and enter and exit the trail at the same location
- Trail users include all ethnic, age, education levels and income levels
- Walking and bicycling are the predominant methods of travel along the trails
- Users primarily utilize the trails for health/fitness (65%), and recreation (28 %)
- A small percentage of users commuted along the trails in urban locations (4%)
- On average, trail users are on the trail for between 100 and 200 minutes total over 3 to 4 days during a week
- Trail users feel strongly that their trail is safe
- Trail users report a more favorable view of the city due to trail development
- Trail users are very satisfied with the trail and report that it is very important to them

- The payment of trail use fees was not totally rejected by trail users with 41% of users across all 6 trail sites reporting they would pay an annual use fee of between \$5-20
- On average, 79% of all trail users indicated they participated in their preferred activity more because of the trail.

Figure 5: Indiana's Historic Trails: The Country Road



Trail Neighbors

The Indiana Trails Study was designed to obtain attitudes and opinions from those property owners who lived adjacent to the trail, known as trail neighbors. It was determined early that the best method to survey the trail neighbors was a sample of all adjacent property owners as provided by the trail agency. Each agency was asked to provide a listing of trail neighbors from their city records so that all neighbors, as defined by the local trail agency, would receive the mail survey. Response rates from the trail cities ranged from 38% to 51% after follow-up mailings; with an average response rate